federal register

MONDAY, JUNE 6, 1977
PART II

ENVIRONMENTAL PROTECTION AGENCY

■

AUTOMOBILES, 1978 AND LATER MODEL YEARS

Fuel Economy and Emissions Testing and Other Procedures

ENVIRONMENTAL PROTECTION AGENCY

[40 CFR Parts 86 and 600]

[FRL 725-8]

CONTROL OF AIR POLLUTION FROM NEW MOTOR VEHICLE ENGINES: CERTIFICATION AND TEST PROCEDURES; FUEL ECONOMY OF MOTOR VEHICLES

Fuel Economy and Emissions Testing and Other Procedures for 1978 and Later Model Year Automobiles

AGENCY: Environmental Protection Agency.

ACTION: Notice of Proposed Rulemaking.

SUMMARY: The Environmental Protection Agency is proposing several changes to its fuel economy labeling regulations. If adopted, some of these changes might first be effective as early as the 1978 model year. The changes are being proposed to make information which appears on fuel economy labels more representative and more useful to the consumer. The package also contains changes to the definitions of two terms, "transmission class" and "engine code," for 1979 and subsequent model years.

DATES: Comments must be received on or before July 5, 1977.

ADDRESS: Administrator, Environmental Protection Agency, Attention: Office of Mobile Source Air Pollution Control (AW-455), 401 M Street, S.W., Washington, D.C. 20460.

FOR FURTHER INFORMATION CONTACT:

Gary E. Timm, Technical Advisor, Regulatory Management Staff, Office of Mobile Source Air Pollution Control, U.S. Environmental Protection Agency, Washington, D.C. 20460, (202-755-0596).

SUPPLEMENTARY INFORMATION: On November 10, 1976, the Environmental Protection Agency promulgated (41 FR 49752) a final rule on fuel economy labeling procedures for 1977 and later model year automobiles. At that time EPA recognized the need to consider appropriate improvements to the program and solicited comments from interested parties on several issues regarding vehicle classification and labeling requirements. This notice of proposed rulemaking is in response to the need for further refinements and contains a proposal for seven changes in the fuel economy labeling procedures.

Discussion of Major Issues

TRANSMISSION CLASS REDEFINITION

It is recognized that the ratio of engine speed to vehicle speed (N/V) is an important factor in determining fuel economy. Unfortunately, the Agency does not have the resources either to fully quantify the impact of N/V changes or to test each of the numerous possible combinations of transmission gear ratio, axle ratio, and tire size which are offered on new cars each model year. However, for the purpose of general fuel economy labels, differentiating model types by the number of forward gears appears to isolate and identify much of the fuel economy difference attributable to N/V effects, and solves the problem of significant differences between the mileage guide fuel economy values (which are averages) and the individual car values within the model type that are averaged together. (In 1977, 14 percent of manual transmission test vehicles had highway fuel economy values which deviated ±3 mpg or more from the mileage guide values which represented that vehicle.)

The current definition of transmission class differentiates only among manual, automatic, and semi-automatic transmissions. It is being proposed that for 1979 and later model years, transmission class be redefined so that no model type (general label) or base level will include vehicles with different numbers of forward transmission speeds (e.g., four-speed transmission cars will be classed separately from five-speed transmission cars).

Although the Agency estimates that this change would cause an increase of only 22 test cars for the industry for labeling, the impact on economy standards is unclear because no analysis was made of this change on the requirement that each significant base level be represented. (A significant base level is one that represents at least one percent of production.) The magnitude of the testing impact on significant base level testing requirements is probably small and may actually be negative for some manufacturers since expansion of the number of base levels could result in a decrease in the number of significant base levels and the number of configurations needed to reach 90 percent of projected sales in each base level. Comments are sought specifically on the testing workload impact of this proposed change.

ENGINE CODE REDEFINITION

Effective for 1979 and later model years, the Agency is proposing that engine code be redefined to reflect the presence of air conditioning, i.e., cars with air conditioning would have different codes from those without air conditioning. This change is being proposed for both Part 86 (emissions) and Part 600 (fuel economy) of the regulations (40 CFR).

Under the current definition of engine code, which appears in both the fuel economy regulations and the emissions regulations, an engine code is a unique set of engine calibrations and emission control hardware. If this unique set of engine specifications is available both with and without air conditioning, it is still considered one engine code.

In the emissions program, the presence of two distinct calibrations within the same engine code does not cause serious testing problems to the Agency because the Administrator has the authority to test both possibilities. However, in the fuel economy program, cars of the same configuration are considered to be identical and the current testing and calculation regulations do not provide for distinction to be made between them. By specifying that the presence of air conditioning requires a separate engine code and hence, a separate vehicle configuration, test cars will be more representative of a manufacturer's actual production. This change will have the following effects on the fuel economy program:

(1) More configurations will be created within some base levels, thus more vehicles may need to be tested to make up the 90 percent testing requirements for significant base levels,

(2) Different vehicles may be chosen in some base levels as a result of subdivision of existing configurations and changes in relative configuration size, and

(3) Because they are associated with separate configurations, starting in 1979, the test results of otherwise identical air conditioning and non-air conditioning-equipped test cars would be sales-weighted as opposed to simply harmonically averaged as is done presently.

Since 1978 model year certification will be almost complete for the domestic manufacturers by the time a final rulemaking results from this action, this redefinition cannot take effect until the 1979 model year.

Comments are specifically sought on the impact of the proposed change on testing workload.

CHANGES IN THE CLASS STRUCTURE

The Energy Policy and Conservation Act of 1975 requires fuel economy labels to contain the range of fuel economy of comparable automobiles. To meet that requirement EPA devised a system of classifying vehicles based on interior volume. The Subcompact Class, which is the smallest of the four classes, contains a much wider range of vehicle sizes than the other classes. In the Subcompact Class there is a spread of 43 percent in interior volume index, compared to a 10 percent or less spread within the other classes of sedans. The Agency believes that a further division of the Subcompact Class would be desirable to better group comparable cars in meaningful classes. A cutpoint of 85 cubic feet appears to be desirable in that it divides the Subcompact Class into two equal parts. The Agency is therefore proposing for the 1978 model year a division of the present Subcompact Class into a new Subcompact Class and a Small Class. Comments are requested on an alternative name for the latter class. The proposed Subcompact Class would include all passenger cars that are not station wagons or two seaters whose interior volume index is greater than or equal to 85 cubic feet but less than 100 cubic feet. The proposed Small Class would include passenger cars that are not station wagons or two seaters whose interior volume index is less than 85 cubic feet.

Manufacturers have commented on the cutpoints in effect for the 1977 model year. Some manufacturers want no change whatsoever, so as to have a consistent basis on which to base future product planning. Other manufacturers suggest that the possible alteration of interior volume indices should be accompanied by changes in the boundaries be-

tween classes to avoid competitive disadvantages resulting from the use of arbitrary boundaries. For this reason it has been suggested that a more flexible approach toward the classification of borderline vehicles be permitted, but no workable approach has been suggested. At this time, the Agency proposes no specific change to the cutpoints or borderlines other than the subdivision of the Subcompact Class discussed above.

DIVISION OF THE VAN/SPECIAL PURPOSE TRUCK CLASS

Last year EPA stated that it had no adequate definition of vans to distinguish them from other enclosed cargo area trucks. Since then, the Agency has included vans in the light-duty truck emission regulations (40 CFR 86.079–2).

There are currently 16 diverse entries in the combined Van/Special Purpose Truck Class. Indications from the trade press are that more entries will be forth coming. Since vans are designed and used for substantially different purposes than the other special purpose vehicles, there is good reason to distinguish between them. No substantial additional work or Guide space will be needed. The utility of the Guide will be improved by reflecting consumer buying habits more closely.

EPA is therefore proposing for the 1978 model year to separate the Van/Special Purpose Truck Class into two distinct classes. The Van Class will include all nonpassenger vehicles having an integral enclosure, which fully encloses the driver compartment and load carrying area, with a hood length less than 30 inches. The special purpose trucks will include all nonpassenger vehicles with gross vehicle weight rating (GVWR) less than 6,000 pounds not covered by the other classes.

CALCULATION OF INTERIOR VOLUME INDEX (PASSENGER)

Concern was expressed by two manufacturers in comments to EPA on the 1977 labeling regulations (41 FR 49752, November 10, 1976) over the use of the shoulder room measurements[1] as the sole determinant of interior vehicle width. One manufacturer suggested that hip room be averaged with shoulder room since (under some circumstances) the width of a vehicle seating area at the hips can be a limiting factor in the number and size of people who can be seated.

Specifically, the front seat shoulder measurement (W3) would be replaced with the arithmetic average of front seat shoulder measurement and front seat hip width (W5); and rear seat shoulder measurement (W4) would be replaced with the average of rear seat shoulder measurement and rear seat hip width (W6). This method of including hip room has the advantage of being simple to apply but ignores the fact that (based on anthropometric data) humans are ordinarily wider at the shoulders than at the hips. As such, shoulder room is generally considered to be more important than hip room in describing the limiting dimensions of a vehicle. EPA is proposing this method for the 1978 model year as one alternative to the present method of determining the width dimension used in the calculation of the interior volume index for the passenger compartment.

An alternative method, based on data that show that the average difference between hip and shoulder width for males is about 4 inches, suggests that hip room should be combined with shoulder room only when hip room is more than 4 inches less than shoulder room. (Males were selected because shoulder width, which is generally larger in males than females, determines the spacial requirements between passengers if vertical (not leaning) positioning of occupants is assumed.)

EPA is proposing that if the difference between shoulder and hip width is greater than 4 inches for either the front or back seat, the width dimension for the respective seat shall be a normalized average of the hip and shoulder dimensions for that seat, i.e., the sum of hip width plus shoulder width plus 4 divided by 2. If the shoulder width does not exceed the hip room by more than 4 inches, the shoulder room dimension is clearly the limiting dimension and the width would be set equal to the shoulder width (SAE width dimension W3 or W4 for front or back seats respectively). These formulae provide for a "continuous" rather than a "step" function and take into account the relative importance of hip room and shoulder room. A preliminary examination of the 1977 data indicates that the interior volume index of very few vehicles would be affected and that few vehicles would be reclassified as a result of this change. This is an advantage over the first alternative.

Another suggested change in calculating the interior volume index deals with the measurement of front seat leg room. Presently, only the driver's accelerator leg dimension is used.[2] The use of the average of the driver's right-leg measurement and the analogous measurement of the front seat passenger's right leg dimension has been suggested instead of the single dimension now used. Although the SAE does not currently specify how to measure the passenger's leg room, it could be measured between the currently defined seating reference point and the ankle, precisely in the same manner in which the present accelerator leg room is determined. The only difference is in the position of the foot. The Agency is thus proposing to use an average of the driver's right-leg measurement and the right-leg measurement of the passenger for the 1978 model year.

CARGO VOLUME CALCULATIONS

Based on comments from the manufacturers and on our analysis, changes need to be made to the cargo volume calculations so that the index better represents the total usable space. The two changes being proposed which are most important are the inclusion of underfloor hidden cargo volume in station wagons and a change in width measurement for the cargo area of station wagons.

A change in width measurement for the cargo area of station wagons from second seat shoulder room[3] is needed since in many cases the width of the actual cargo area is considerably less than that currently calculated due to space taken up by spare tires, and fuel tanks.

There is no single J1100 dimension which can be substituted for SAE measurement W4. Therefore, one alternative that is being proposed for the 1978 model year for station wagons is to average the width of the second seat (W4) with the width between the wheel-wells (W210), the maximum and minimum widths of the cargo area. The impact of this on the volume index of individual station wagons would be a loss of approximately 5 cubic feet. However, the inclusion of hidden cargo volume would in many cases compensate for the reduction in measured cargo volume which would otherwise cause the vehicle to change class.

A second alternative on which EPA requests comments is the use of 1 cubic foot cubes or a standard cargo set in a procedure analogous to the standard SAE luggage procedure for determining the luggage room in sedans to approximate the interior volume of the cargo area. The boxes or cargo set would be stacked in the space behind the second seat from floor to roof or, alternatively, only to the height of the second seat. This procedure may give a more meaningful measurement of usable space.

For hatchback cargo volume measurement, the Agency proposes for the 1978 model year the use of the standard SAE luggage procedure instead of the height, length and width dimensions. The reasons for this are (1) a hatchback is more like a sedan than a station wagon as far as the shape and volume of cargo space that is available; (2) it is more suitable for small parcels than large boxes, with odd-shaped things packed into areas around the wheel-wells and in other such places; and (3) certain hatchbacks are available with cargo area covers at the height of the back seat, making the cargo area even more like a sedan's trunk than like the open cargo space of a station wagon. The proposed luggage measurement procedure should more closely approximate consumer use than the procedure now in use for hatchbacks.

LABELING REQUIREMENTS

Presently, manufacturers may use either of two labels to express the fuel economy of their vehicles: (1) the general label which differentiates vehicles on the basis of model type and fulfills the descriptive requirements set by EPA, and (2) the specific label which differentiates between configurations within a model type, e.g., cars which differ in axle ratio,

[1] EPA employs measurement procedures of the Society of Automotive Engineers (SAE) designated J1100a. The shoulder measurements are W3 and W4 in J1100a.

[2] SAE J1100a measurement L34.

[3] SAE J1100a measurement W4.

and allows the manufacturer to highlight cars with the highest fuel economy values.

EPA is continuing the use of the two labels for the 1978 model year with the same restrictions that were in force for the 1977 model year.

The specific label enables manufacturers to highlight cars with good fuel economy values and to make known to the public mid-year changes improving fuel economy. However, manufacturers have utilized specific labeling to a lesser extent under the restrictions imposed in the 1977 model year which require manufacturers to specific-label all configurations within a model type of a manufacturer specific-labels any one of those configurations.

It is the Agency's opinion that the vehicle characteristics (engine code, axle ratio, and inertia weight) which distinguish specific labels may be too technical for the average consumer to understand, and the presence of two types of labels tends to be confusing. There, EPA is proposing to eliminate the use of the specific label for 1979 and subsequent model years. Specific labeling will be retained for use at the start of production since no alternative seems feasible at this time. The Agency believes that in conjunction with the proposed change of the definition of transmission class, the general label will differentiate those vehicles with a different number of forward speeds (e.g., 4 and 5 speed manual transmissions) and will enable manufacturers to highlight the fuel economy of their better cars without the use of specific labeling.

MULTI-STAGE VEHICLE MANUFACTURE

The present regulations do not adequately address which party is responsible for the fuel economy labeling of vehicles when more than one person is the manufacturer of a vehicle (i.e., in a small number of cases one manufacturer produces the chassis and drive train whereas another manufacturers the body and assembles the final vehicle). EPA is proposing that the responsibility for correctly labeling a vehicle rest with the final stage manufacturer. The final stage manufacturer is the most appropriate person to bear this responsibility because he is the only party in a position (1) to assess whether or not the various manufacturing operations will alter the fuel economy of the vehicle vis-a-vis the test results obtained by the incomplete vehicle manufacturer (See the National Highway Traffic Safety Administration NPRM on multi-stage vehicle manufacture, 42 FR 9040, February 14, 1977) and (2) to physically apply the label to a completed vehicle.

POSSIBLE CHANGES TO FUEL ECONOMY VALUES

It is recognized that the fuel economy measured on the EPA tests is at times higher than the fuel economy which customers experience. This is not surprising since a test procedure can use only a limited number of representative driving cycles while customer experience involves literally millions of combinations of weather, driving habits, maintenance habits and traffic/road conditions.

However, even though cost and a specific requirement in the Act to use the 1975 test procedures for the generation of fuel economy data for purposes of determining compliance with the fuel economy standards currently constrain EPA from changing the driving cycle, it is possible to change the basis on which fuel economy information is reported to the public on fuel economy labels and in the Gas Mileage Guide. Two suggestions have been made in this regard. One is to delete the highway number entirely and to present only the city and the combined numbers as a range in which the average driver's fuel economy would be expected to fall under normal driving conditions; the other is to employ correction factors for the highway and combined fuel economy values to make them lower. Although neither of these alternatives would assure that more consumers would get the exact numbers estimated and reported by EPA, they would tend to result in fewer consumers getting lower than the EPA numbers, Thus, although the numbers would be no more or less accurate, fewer consumers would feel deceived. At present there is inadequate data to determine the value of such correction factors or to assess whether or not such correction factors would be of sufficient accuracy to apply to the fuel economy of all cars. EPA would like comments on this issue from manufacturers and other interested parties.

The Agency requests comments on the proposals contained in this NPRM and the impact that any of these changes might have on the calculation of a manufacturer's average fuel economy value. Since the Agency is required by the Energy Policy and Conservation Act to publish testing and calculation procedures for determination of a manufacturer's average fuel economy at least 12 months prior to introduction of the affected models, and since some of these changes may affect the calculation procedure, the changes are being proposed at this time in order to allow sufficient leadtime to promulgate these rules.

Manufacturers and other interested parties may participate in this rulemaking by submitting comments (in quadruplicate if possible) to the EPA at the address given above. Specific regulatory language has not been provided for certain of the changes proposed in this notice, involving calculation of the interior volume index, elimination of specific labeling, and possible changes to fuel economy values. All relevant material received during the comment period will be considered.

It is EPA's intention to assure all interested parties an opportunity to study all information which may become the basis for EPA's final action in this proceeding. Accordingly, the Agency will not consider in this rulemaking any material which cannot be made available to the public. Parties who wish to submit information in response to this Notice of Proposed Rulemaking are cautioned that EPA will summarily return any comments which are claimed, in whole or in part, to be confidential.

A copy of all public comments will be available for inspection and copying at the U.S. Environmental Protection Agency, Public Information Reference Unit, Room 2922 (EPA Library), 401 M Street SW., Washington, D.C. 20460. As provided in 40 CFR Part 2, a reasonable fee may be charged for copying services.

STATUTORY AUTHORITY

This notice of proposed rulemaking is issued under the authority of sections 503 and 506 of the Motor Vehicle Information and Cost Savings Act, as amended by section 301 of the Energy Policy and Conservation Act, Pub. L. 94–163, 89 Stat. 901 (15 U.S.C. 2003 and 2006) and sections 202, 206, 207, 208, and 301(a) of the Clean Air Act, as amended (42 U.S.C. 1857f–1, 1857f–5, 1857f–5a, 1857f–6, and 1857g(a)).

Dated: May 27, 1977.

DOUGLAS M. COSTLE,
Administrator.

PART 86—CONTROL OF AIR POLLUTION FROM NEW MOTOR VEHICLES AND NEW MOTOR VEHICLE ENGINES: CERTIFICATION AND TEST PROCEDURES

Part 86 of Chapter I, Title 40 of the Code of Federal Regulations is proposed to be amended in Subpart A as follows:

In § 86.079–2, the definition for "Engine Code" is proposed to be amended to read as follows:

§ 86.079–2 Definitions.

* * * * *

"Engine Code" means a unique combination, within an engine-system combination, of displacement, carburetor (or fuel injection) calibration, choke calibration, distributor calibration, auxiliary emission control devices, air conditioning usage, and other engine and emission control system components specified by the Administrator.

* * * * *

(Secs. 202, 206, 207, 208, and 301(a) of the Clean Air Act, as amended (42 U.S.C. 1857f–1, 1857f–5, 1857f–5a, 1857f–6, and 1857g(a)).)

PART 600—FUEL ECONOMY OF MOTOR VEHICLES

Part 600 of Chapter I, Title 40 of the Code of Federal Regulations is proposed to be amended in Subparts A and D as follows:

Subpart A—Fuel Economy Regulations for 1977 and Later Model Year Automobiles—General Provisions

1. It is proposed to amend § 600.002–78 as follows:

§ 600.002–78 Definitions.

(a) * * *

(39) "Van" means any nonpassenger automobile having an integral enclosure, fully enclosing the driver compartment and load-carrying device, and having no body sections protruding more than 30 inches ahead of the leading edge of the windshield.

2. It is proposed to add a new § 600.002–79 as follows:

§ 600.002–79 Definitions.

The following definitions apply beginning with the 1979 model year. § 600.002–77 applies except §§ 600.002–77 (22) and (25) which are hereby superseded.

(22) "Transmission Class" means the basic type of transmission (manual, automatic or semi-automatic) and number of forward speed, e.g., manual 4-speed, 3-speed automatic, 2-speed semi-automatic.

(25) "Engine Code" means a unique combination, within an engine-system combination (as defined in Part 86), of displacement, carburetor (or fuel injection) calibration, distributor calibration, choke calibration, auxiliary emission control devices, air conditioning usage, and other engine and emission control system components specified by the Administrator.

Subpart D—Fuel Economy Regulations for 1977 and Later Model Year Automobiles—Labeling

1. It is proposed to add a new § 600.315–78 as follows:

§ 600.315–78 Classes of comparable automobiles.

(a)(1) through (a)(1)(i). (See paragraphs (a)(1) through (a)(1)(i) of § 600.315–77.)

(ii) *Small cars*:—Interior volume index less than 85 cubic feet.

(iii) *Subcompact cars.*—Interior volume index greater than or equal to 85 cubic feet but less than 100 cubic feet.

(iv) *Compact cars.*—Interior volume index greater than or equal to 100 cubic feet but less than 110 cubic feet.

(v) *Mid-size cars.*—Interior volume index greater than or equal to 110 cubic feet but less than 120 cubic feet.

(vi) *Large cars.*—Interior volume index greater than or equal to 120 cubic feet.

(vii) *Small station wagons.*—Station wagons with interior volume index less than 130 cubic feet.

(viii) *Mid-size station wagons.*—Station wagons with interior volume index greater than or equal to 130 cubic feet but less than 160 cubic feet.

(ix) *Large station wagons.*—Station wagons with interior volume index greater than or equal to 160 cubic feet.

(2) The Administrator will classify nonpasenger automobiles into the following categories: small pickup trucks, standard pickup trucks, vans, and special purpose trucks. Pickup trucks will be separated by car line on the basis of gross vehicle weight rating (GVWR). For pickup truck car lines with more than one GVWR, the GVWR of the pickup truck car line is the arithmetic average of all distinct GVWR's less than or equal to 6,000 pounds available for that car line.

(2)(i) and (2)(ii). (See (a)(2)(i) and (a)(2)(ii) of § 600.315–77.)

(iii) *Vans.*

(iv) *Special purpose trucks.*—All nonpassenger automobiles with GVWR less than or equal to 6,000 pounds which do not meet the requirements of (2)(i), (ii), or (iii).

(a)(3) through (b)(3). (See paragraphs (a)(3) through (b)(3) of § 600.315–77.)

(c) All interior and cargo dimensions are measured in inches to the nearest 0.1 inches. All dimensions and volumes shall be determined from the base vehicles of each body style in each carline and do not include optional equipment. The dimensions H61, W3, L34, H63, W4, W201, L51, H201, L205, and the volume V1 are to be determined in accordance with the procedure outlined in Motor Vehicle Dimensions SAE J1100a (Report of Human Factors Engineering Committee, Society of Automotive Engineers, approved September 1973 and last revised September 1975) except as noted herein:

(c)(1) through (f). (See paragraphs (c)(1) through (f) of § 600.315–77.)

(g) Cargo volume index:

(1) For station wagons, the cargo volume index V2 is calculated in cubic feet, being the sum of V2a and V2b.

(i) V2a is calculated by dividing 1728 into the product of three terms:

(A) (W4+W201)/2—Shoulder room—second. (In inches obtained according to paragraph (c)),

(B) H201—Cargo height. (In inches obtained according to paragraph (c)), and

(C) L205—Cargo length at belt—second. (In inches obtained according to paragraph (c).) Round the quotient to the nearest 0.001 cubic feet.

(ii) V2b is the usable volume using one standard luggage set in the hidden cargo area below the cargo floor in accordance with the procedure described in SAE J1100a paragraph 8.2.

(2) For hatchbacks, the cargo volume index V3 is calculated in cubic feet being the sum of V3a and V3b.

(i) V3a is the total volumes of individual pieces of standard luggage set stowed in the cargo area not to exceed the height of the luggage compartment lid (where applicable) or a plane tangent to the height of the rear seat and parallel to the load floor in accordance with the procedure described in SAE J1100a paragraph 8.2.

(ii) V3b is the usable volume using one standard luggage set in the hidden cargo area below the cargo floor in accordance with the procedure described in SAE procedure J1100a paragraph 8.2.

(h) through (h)(1)(ii). (See paragraphs (h) through (h)(1)(ii) of § 600.315–77.)

(iii) Dimensions H63, W4, W201, L51 (if applicable) determined in accordance with paragraph (c).

(h)(1)(iv) through (h)(5)(ii). (See paragraphs (h)(1)(iv) through (h)(5)(ii) of § 600.315.77.)

2. It is proposed to add a new § 600.316–78 as follows:

§ 600.316–78 Multistage manufacture.

Where more than one person is the manufacturer of a vehicle, the final stage vehicle manufacturer (as defined in 49 CFR 549.3) is treated as the manufacturer for purposes of compliance with this subpart.

(Section 301 Pub. L. 94–163, 89 Stat. 901 (15 U.S.C. 2003 and 2006).)

[FR Doc.77–15672 Filed 6–3–77;8:45 am]